

Supervision of the commercial carriage of goods by road – A follow-up



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Introduction

In recent years a number of changes have been made in Sweden in the field of transport, which also apply to issues relating to heavy goods transport by road and the supervision of driving and rest periods, cabotage, securing of goods, overloads and speeds. A new public authority structure has been established in this field, and the division of responsibilities between the authorities responsible for supervision of the commercial carriage of goods by road has, to some extent, changed. Previous surveys have shown that the regulatory framework in place to secure high levels of traffic safety, a good working environment, healthy competition etc. is not always observed, at the same time as the risk of being inspected is relatively small.

In November 2010, the Committee on Transport and Communications decided to follow-up the supervision of commercial carriage of goods by road as part of its work to follow-up and evaluate parliamentary decisions in this area. The Riksdag considers issues relating to heavy goods vehicles and the supervision of driving and rest periods, cabotage, securing of goods, overloads and speeds on an annual basis. The purpose of the follow-up was to obtain more detailed background material for the Committee's consideration of these issues. The work on the follow-up was begun in February 2011, and the results were presented in March 2012.

A special follow-up group within the Committee was appointed with a representative from each of the parties in the Riksdag. The members of the follow-up group were Sten Bergheden (Mod), Leif Pettersson (Soc-Dem), Annika Lillemets (Grn), Lars Tysklind (Lib), Göran Lindell (Cen), Tony Wiklander (SweDem), Siv Holma (Lft) och Annelie Enochson (Chr-Dem). The assignment was carried out by the Parliamentary Evaluation and Research Unit at the Committee Services Division, in close cooperation with the Secretariat of the Committee on Transport and Communications.

The follow-up was published in the Report from the Riksdag series (Report 2011/12:RFR8).

This brochure includes a summary of observations and conclusions from the follow-up.

The follow-up group's assessments in brief:

- Further measures still need to be taken for the application of the rules on commercial carriage of goods by road to contribute to effective supervision in the field of commercial transport.
- The public authorities have an important task in ensuring that the regulatory framework becomes easier to grasp and to simplify procedures for those affected by the rules.
- It is important that the authorities monitor developments as regards the application of the rules, and the application of the new rules on client liability.
- Clearer management and coordination of the public authorities' supervision and inspections of the commercial carriage of goods by road are required, and a supervision strategy needs to be developed.
- Cooperation and coordination between public authorities needs to be developed and improved.
- It is important to highlight how specialist competence for inspections of the carriage of goods by road is to be secured in the long term within the police service.
- Overloads lead to high costs owing to road wear, and measures need to be taken to increase the effectiveness of overload inspections.
- It is important that the authorities prioritise violations of regulations on the commercial carriage of goods, and that resources are distributed for this purpose in the authorities.
- The difficulty of instituting legal proceedings for matters regarding driving and rest times and unlawful cabotage is problematic. It is therefore positive that the Public Prosecution Authority is initiating a development project in 2012.

- A large share of the carriage of commercial goods by road takes place across national borders, and it would be positive if differences between EU countries could be reduced as regards levels of fines and sanctions in the case of violations of driving and rest rules.
- It should be considered whether the police should be given greater scope to prevent continued journeys in cases of violation.
- It is positive that the haulage industry is taking measures to promote quality certification.
- A number of other important issues have emerged in the course of the follow-up. It is important that they are the subject of further examination.

The focus and implementation of the Committee on Transport and Communications' follow-up

The Committee on Transport and Communications' follow-up covered the supervision of driving and rest times, cabotage, securing of goods, overloads and speeds. The focus was to highlight the regulatory framework and how it is applied, the organisation of the relevant public authorities and resources for supervision, cooperation, opportunities for sanctions in the case of violations, measures taken by the industry itself to promote compliance with the rules and the consequences of the current supervision measures for the haulage industry.

A special follow-up group within the Committee was appointed with a representative from each party in the Riksdag: Sten Bergheden (Mod), Chair, Leif Pettersson (SocDem), Annika Lillemets (Grn), Lars Tysklind (Lib), Göran Lindell (Cen), Tony Wiklander (SweDem), Siv Holma (Lft) and Annelie Enochson (ChrDem). During the course of the follow-up, the group carried out study visits and invited representatives of public authorities, agencies and organisations to provide information. The assignment was carried out by the Parliamentary Evaluation and Research Unit at the Committee Services Division, in close cooperation with the Secretariat of the Committee on Transport and Communications.

The purpose of the follow-up was to give the Committee a more in-depth knowledge base for its consideration of future Government bills and motions on the subject. Matters relating to supervision of the commercial carriage of goods by road apply to several expenditure areas and affect several committees, ministries and public authorities. The follow-up group therefore believes that the follow-up may be a useful basis for both the Committee on Transport and Communications and for others in continued developments in the field.

This summary is organised according to the various issues the Committee wanted further information about.

Rules regarding driving and rest times, cabotage, overloads, securing of goods and speeds, and their application

Background and issues dealt with in the follow-up

Regulations on driving and rest times have existed in the EU for over 40 years. These rules have come about in order to provide drivers with a good social situation, to contribute to good traffic safety and to secure sound competition between the various actors in the road transport sector. The Committee on Transport and Communications has previously stressed that the rules concerning driving and rest times have emerged for reasons of traffic safety. It has also expressed an understanding of the fact that the existing rules can create certain problems. The current EU regulation on driving and rest times is directly applicable in Sweden to the carriage of goods by road for vehicles weighing over 3.5 tonnes. The EU has also



adopted a directive on minimum conditions for the implementation of Council Regulations concerning social legislation relating to road transport operations.

There are also common rules in the EU regarding access to the international market for the carriage of goods by road and rules regarding commercial temporary carriage in a host member state (cabotage). If cabotage operations entail serious disturbances to the national transport market within a particular geographical area, each member state may, according to the EU regulation, refer the matter to the Commission with the purpose of taking protective measures. In an earlier statement to the Commission, the Committee on Transport and Communications has pointed out that cabotage involves environmental advantages and that the securing of quality, environmental and safety requirements and of similar competitive terms is conditional on a clear system of rules and consistent application. Cargo weights, cargo securing and speeds are not regulated at EU level and national rules apply to these areas.

In the follow-up, the following issues have been considered.

- How is work conducted in Sweden to implement the EU's regulatory framework and how does this affect the conditions for effective supervision?
- Are there any problems connected with following up and applying the rules for driving and rest times and securing of goods, and what impact have the rules had on haulage companies.

Overall observations

In the follow-up it emerged that the regulatory framework on driving and rest times, and on cabotage is perceived as complex and complicated in relation to the penal value of violations. The rules on securing of goods and overloads are also perceived as complex. The follow-up also showed that lorry transports are increasing and that there are no data on the extent of unlawful cabotage operations in Sweden. To date, only a few cases of unlawful cabotage have been the subject of court proceedings in Sweden, and there is still very little case-law in this area. In order to prevent the

occurrence of unlawful cabotage, the Government introduced provisions in December 2011 setting out that in the case of cabotage operations conducted in violation of the EU regulations, the contractor can, in certain conditions, be sentenced to a fine.

The follow-up showed that the public authorities need to take measures for further development of competence in this area and to secure long-term access to personnel with special competence in dealing with control, supervision and prosecution of the commercial carriage of goods by road.

As regards violations, the follow-up showed that it is difficult to obtain information about how compliance with the rules has developed as regards cabotage and securing of goods. The follow-up also shows that better, repeated follow-ups are needed of the extent to which driving and rest times, overloads and speeds are observed.

The assessments of the follow-up group

The follow-up showed that the EU's rules on the commercial carriage of goods have been implemented. At the same time, the follow-up group considers that a fair amount of development work is required for the application of the rules to contribute to effective supervision in the field of commercial transport. As much of the regulatory framework may be regarded as complex, this may, in the opinion of the follow-up group, to some extent have an impact on the haulage industry's compliance with the rules.

The follow-up group considers that it is important that measures are taken to improve knowledge of the regulatory framework and wants, at the same time, to stress that the authorities have an important task in ensuring that the regulatory framework becomes easier to grasp as this will make it easier for those affected by the rules to apply them correctly.

The follow-up group also wants to emphasise that it is important that authorities follow developments as regards application of the rules and that this is then communicated both to contractors and to carriers of goods by road who are in this way affected by the rules.

The follow-up group wants to stress the importance of continued follow-up of the application of client liability. An important purpose of such

follow-up is that it can serve as a basis for conclusions as to whether the current tightening of the rules on client liability are sufficient to deal with the occurrence of unlawful cabotage and unlawful commercial carriage of goods, or whether other measures and further tightening of the rules are required, as, for example, in Finland and the Netherlands.

Organisation and management of controls and supervision

Background and issues dealt with in the follow-up

Since 2009, several changes have been implemented that have an impact on inspections and supervision of the commercial carriage of goods by road. One change is the new organisational structure in the field of transport. Responsibility for supervision and inspection of the commercial carriage of goods by road has thus been transferred within the authorities. Since 2011, for example, the Swedish Transport Agency has been responsible for inspections of driving and rest times in companies, a task that was previously the responsibility of the police.

In the follow-up, the following issues have been considered.

- How has the work of the authorities with supervision and inspection of the commercial carriage of goods by road been organised and carried out after the organisational changes in 2010?
- Have the inspections of driving and rest times led to any changes as regards how Swedish and foreign haulage companies are checked?

Overall observations

The authorities responsible for supervision and inspections of the commercial carriage of goods by road come under different ministries and under different expenditure areas. This means that they are guided by different goals and guidelines. In the follow-up it emerged that where matters of inspection and supervision of the commercial carriage of goods by road are connected with each other but come under different ministries' areas of responsibility, these matters are dealt with as part of ongoing exchange and coordination activities. The follow-up also showed that there is little

and weak guidance as regards inspections and supervision of the commercial carriage of goods by road within the police and that follow-up of operations needs to be developed. It also emerged that better coordination measures and better management could help to bring attention to and clarify inspection activities that focus on heavy commercial transport. They could also contribute to greater consistency in the operations of the traffic police in different parts of the country by leading to a more uniform view as regards interpretation and application of the rules.



The Swedish Transport Agency is a relatively new agency which, after its establishment in January 2009 has taken over supervisory tasks from other authorities. It has, for example, been responsible for driving and rest times in companies since January 2011. The follow-up showed that the agency has hitherto had to devote considerable focus on building and developing systems for management of the tasks it is responsible for. In the follow-up it also emerged that the Swedish Transport Agency has not yet drawn up a supervision strategy as regards company inspections and that the agency, in 2011, has not managed to carry out the number of company inspections in the form of inspected working days, stipulated in the EU rules.

The assessments of the follow-up group

According to the assessment of the follow-up group, clearer management and coordination of the authorities' supervision and inspections of the commercial carriage of goods by road is needed. As work with inspections, supervision and legal proceedings is organised in a way that responsibility is divided between several agencies, it is especially important to take into account the issue of management in continued development measures.

The follow-up group also wants to stress the importance of drawing up a supervision strategy as soon as possible. It also wants to emphasise that the Swedish Transport Agency must get under way with its task of company inspections of driving and rest times as soon as possible.

As regards the implementation of driving and rest inspections, the follow-up group considers that none of the findings of the follow-up indicate any differences in the way Swedish and foreign haulage companies are inspected in Sweden.

Resources for inspection and supervision

Background and issues dealt with in the follow-up

The volume of heavy goods vehicles' operations in Sweden has increased in recent decades. In addition to lorries registered in Sweden, lorries registered abroad carry out a significant share of the carriage of goods by lorry and this share has increased in recent years. This increase is reflected in the Swedish Transport Agency's surveys and is also confirmed by the police authorities, who maintain that the increase is especially evident in southern Sweden. At the same time as small companies are bought up by larger companies, several international actors have also entered the Swedish market and the carriage of goods has, to a greater extent than before, become international. As regards transit traffic in Sweden, lorries registered in Poland and Germany made up roughly one fifth each of the total in 2008.

In the follow-up, the following issues have been considered.

- How have the public authorities' resources for supervision been used and how are priorities made between different supervision measures focusing on the commercial carriage of goods by road?

Overall observations

The follow-up showed that resources for supervision and inspection of the commercial carriage of goods by road are limited and that there is a clear risk that the situation may become problematic in a few years' time. Within the police, there are currently approximately 140 traffic police officers with specialist competence to carry out inspections of commercial carriages of goods by road and some 60 car inspectors. In the follow-up it emerged that approximately 40 of these police officers will have retired within the next four years and it has proven to be difficult to recruit people with the same level of competence to replace them.

In the follow-up it emerged that overloads cause considerable road-wear resulting in large costs to society every year. The follow-up also showed that the work of the police to weigh loads is time-consuming and that this task needs to be simplified and conducted in a more efficient manner.

It also emerged that matters regarding the commercial carriage of goods by road are dealt with in quantity by the Public Prosecution Agency. Furthermore, the follow-up showed that matters concerning commercial carriage of goods have low priority compared with other matters involving stricter sanctions and that an increasing share of driving and rest cases have been dismissed in recent years.

The follow-up showed that the Swedish Transport Agency does not yet have personnel in place to carry out company inspections of driving and rest times, and that the agency is still building up its systems. It is unclear when the Swedish Transport Agency will be able to fully develop its company inspection activities.

The assessments of the follow-up group

In the opinion of the follow-up group it is important to assure, in the longer term too, that the specialist competence in the police to be able to ensure that the rules are followed to as great an extent as possible in heavy carriages of goods by road can be maintained. This is a question that applies to the entire traffic police organisation and can therefore not be resolved if each county police authority works independently with the issue.

The estimates carried out by the Swedish Transport Administration of the annual costs of overloads show that the sums involved are significant. In the light of this, the follow-up group assesses that measures need to be taken to increase the efficiency of overload inspections.

In the opinion of the follow-up group, the difficulties identified as regards taking legal proceedings in cases regarding driving and rest times and unlawful cabotage are problematic. It is positive that the Public Prosecution Authority is taking measures to develop work in this area. The authority will, for example, start a pilot project in 2012 where quantity cases are collected at two local offices in Östersund and Karlskrona – each of which has an experienced district prosecutor who is a general specialist and can focus on both transport and commercial transport.

In the opinion of the follow-up group, it is important that the police and prosecutors prioritise commercial transport offences and that resources are earmarked for this when internal resources are distributed within the authorities. The follow-up group wishes to highlight the impor-



tance of securing supervision of the commercial carriage of goods by road in the long term and stresses that this also has significance for efforts to identify different kinds of criminal activity linked to road transport and cross-border carriage of goods. In continued development efforts, it is also important to review what can be done to ensure that the Swedish Transport Agency can do more than it has done so far.

Cooperation

Background and issues dealt with in the follow-up

As several authorities are responsible for inspecting and supervising the commercial carriage of goods by road, it is crucial that there is cooperation and coordination between these different actors in order to ensure that resources are used efficiently and that there is competition on equal terms, high levels of traffic safety and good working conditions for those in the industry. In order to achieve this, it is also important that there is cooperation and exchange between the authorities and the haulage industry.

In the follow-up, the following issues have been considered.

- What cooperation is there between the authorities that carry out supervision and inspection of the commercial carriage of goods by road, and what cooperation is there between these authorities and the industry?

Overall observations

The follow-up showed that there is cooperation and coordination between county police authorities concerning the commercial carriage of goods, but that it is necessary to highlight common issues to an even greater extent in order to strengthen continued development of the activities of the traffic police. The follow-up showed that cooperation needs to be extended, for example, in order to reduce differences in interpretation and application of the regulatory framework in different parts of the country. Cooperation and exchange regarding, for example, unlawful cabotage can

be extended. Furthermore, the follow-up showed that there are differences in different parts of the country as regards how well cooperation works between county police authorities and public prosecution offices. In the follow-up it emerged that the Swedish Prosecution Authority will initiate a development project during 2012 which, among other things, means that the authority will be offering special services with a focus on transport matters. The prosecutors will, among other things, be responsible for effective cooperation with the country's police authorities.



In the follow-up, it emerged that there are different cooperation groups, including a group for cooperation between the Swedish Transport Agency and other authorities, and that measures are being taken to develop cooperation. At the same time, the follow-up showed that cooperation needs to be further developed and that it can be noted that there have been shortcomings in communication and cooperation as regards, for example, inspections of driving and rest times.

The follow-up also showed that the haulage industry is positive to the contacts initiated by the Swedish Transport Agency, at the same time as the industry has noted that it is often difficult to get in contact with the

agency. In the follow-up it emerged that the haulage industry is positive to continued and further exchange.

The assessments of the follow-up group

In order to enable more effective inspections and supervision of the commercial carriage of goods by road, the follow-up group considers that, in addition to enhanced management, the responsible authorities also need to develop forms for cooperation and coordination. This applies both between different authorities and within authorities. In the follow-up, the police authorities in particular pointed out the need for better coordination in various issues and stressed that this also requires greater cooperation both at ministry and authority level. The follow-up group agrees with this opinion and wishes to point out that it is important that these issues are highlighted so that further progress can be made. In the opinion of the follow-up group, it is important to involve and make use of the knowledge and experience of enterprises and employees in the industry in continued development measures.

Violations and sanctions

Background and issues dealt with in the follow-up

In order to secure competition on equal terms, high levels of traffic safety and good working conditions within the haulage industry, it is crucial that the regulatory framework is observed to as great an extent as possible. During the follow-up, criticism was voiced by the haulage industry that the current extent of supervision and inspections in Sweden is insufficient and that this, in turn, means that the risk of being discovered in cases of violation of the rules is small. Criticism was also voiced about sanctions and the level of fines being lower in Sweden than in other countries and that the sanctions do not have a sufficient impact on those who choose to repeatedly violate the rules.

In the follow-up, the following issues have been considered.

- What sanctions are there in the case of violations of the regulatory framework and how are violations dealt with by the authorities?

Overall observations

The follow-up showed that the level of fines and administrative sanction charges can be both higher and lower in Sweden than in other countries. Something that is more unique in Sweden, however, is that there is a ceiling which, in principle, means that those who violate the rules repeatedly are only punished for some of these occasions. The follow-up also showed that fines have been low in cases where someone has been sentenced for unlawful cabotage in Sweden.

As the Swedish Transport Agency has not yet got going with its company inspections, it was not possible, within the framework of the follow-up, to draw any conclusions on how the system of administrative sanction charges will work.

In the follow-up it emerged that the police perceive it as a problem that they do not have the same possibility as some other European countries of preventing a continued journey. In other countries, the police and supervisory authorities can, for example, use wheel clamps on a lorry in cases where a violation has occurred but the driver or haulage company fails to pay the fine. In the follow-up, it has been stated by supervisory authorities in other countries that the possibility of clamping a vehicle also has a preventive function.

The assessments of the follow-up group

The differences that exist between different countries as regards fines for violations by heavy commercial vehicles of traffic rules and driving and rest times are probably connected to the level of fines each country has for other types of offences. Bearing in mind that a large share of the carriage of commercial goods by road takes place across national borders, it would be positive in the opinion of the follow-up group, if the differences between EU countries could be reduced as regards levels of fines

and sanctions in the case of violations of driving and rest rules. The group notes that the big haulage organisations in Europe have recently agreed to promote a harmonised level of fines between countries.

The new system with administrative sanction charges for companies started to apply in 2011. Here, the follow-up group wishes to point out that it is important, already at an early stage after the Swedish Transport Agency has started its company inspections, to initiate follow-up measures with the aim of highlighting whether the administrative sanction charges set in the case of violations have a proportional impact on larger and smaller haulage companies. In the opinion of the follow-up group, it is also important to ensure that sanction charges, in the case of smaller and single violations are not unproportionally large in relation to the administrative sanction charges which are to be served to haulage companies that systematically violate driving and rest times in order to achieve competitive advantages.

In the follow-up it emerged that in other European countries, the police and other authorities responsible for supervision and inspections of the commercial carriage of goods by road have legal means of preventing a continued journey. The follow-up group considers that in view of the situation as regards road controls in Sweden, it should be considered whether the police should be given further tools to be able to prevent a continued journey in cases where a carrier violates the rules and fines or advances on sanction charges cannot be paid on the spot.

Consequences of the authorities' supervision on the industry

Background and issues dealt with in the follow-up

A precondition for maintaining competition on equal terms, high levels of traffic safety and good working conditions is that the commercial carriage of goods by road occurs in a way that the regulatory framework on, for example, driving and rest times, cabotage, overloads, securing of goods and speeds is observed.

In the follow-up, the following issues have been considered.

- What measures are being taken to simplify matters for companies?
- What are the consequences of the authorities' supervision on the haulage industry?

Overall observations

The follow-up showed that there are several aspects that can be improved as regards the commercial carriage of goods by road. The Swedish Association of Road Transport Companies and the Swedish Transport Workers Union expressed a desire in the course of the follow-up for supervisory measures by the state in order to safeguard competitive neutrality and sound working conditions for lorry drivers. It was also noted that even if the rules on driving and rest times among other things aim to secure good working conditions for the drivers, over-zealous application in the case of single and small deviations can entail both stress and problems with working conditions for drivers.

In the follow-up it was not possible to actually ascertain the extent of irresponsible haulage operations in the Swedish haulage industry and in haulage companies based abroad. A central reason for it being difficult to assess compliance with the rules over time is that measures taken by the authorities to follow-up and carry out inspections of permits have been limited. As regards the lack of clarity regarding the occurrence of unlawful cabotage and unlawful commercial carriage of goods, the follow-up revealed that this situation is not unique in Sweden, but is the same in many other countries.

The assessments of the follow-up group

The follow-up group wanted to emphasise the importance of supervision and inspections of the commercial carriage of goods by road. In the opinion of the group, the supervision measures have had a positive impact, but should be developed.

The follow-up group further notes that various previous measurements show that the level of compliance with the rules has been low. It is, how-

ever, unclear what direction developments have moved in since then and whether there have been any improvements since the last measurement in 2007, as no such measurements have been conducted in the last five years. In order to follow developments over time and obtain better knowledge, the follow-up group wishes to point out that it is important that the supervisory authorities initiate new measurements. This is in order to provide the central government authorities with information about the resources that need to be prioritised for supervision and inspections of the commercial carriage of goods by road.

The follow-up group considers it problematic that there is no systematic follow-up of compliance with the rules on the securing of goods. The lack of clarity regarding developments in the occurrence of unlawful cabotage and unlawful commercial traffic is also problematic as this is not followed up either.

The follow-up group considers that measures are needed to obtain more information about and to examine the extent of unlawful cabotage and unlawful commercial traffic. An important reason for this is that the haulage companies that systematically carry out unlawful cabotage and unlawful commercial traffic gain advantages from this and this in turn means that competition is distorted within the industry. A further consequence of unreliable operations is that they also involve other problems such as costs to society as well as the resources of the police, but also other authorities.

The industry's own measures

Background and issues dealt with in the follow-up

In order to be able to carry out the carriage of heavy goods by road based on competition on equal terms and a way that is safe and with a good working environment for the drivers in accordance with existing rules, both supervisory measures by central government and measures on the part of the haulage industry are required.

In the follow-up, the following issues have been considered.

- What measures does the industry take itself to stimulate a high level of compliance with the rules on driving and rest times, securing of loads and overloads, speeds and cabotage and what cooperation is there with the relevant authorities?

Overall observations

The follow-up showed that various measures are taken by the haulage industry to stimulate a high level of compliance with the rules. An important share of these are taken by, for example, the Swedish Association of Road Transport Companies and the Swedish Transport Workers Union which are working with various measures to raise awareness of and make it easier for haulage companies and drivers to comply with the rules concerning commercial carriage of goods. In addition to providing education measures and information material, the Swedish Association of Road Transport Companies also offers haulage companies that are members the opportunity of obtaining quality certification.

In the follow-up, the Swedish Association of Road Transport Companies highlighted that there are limitations in what can be achieved with one's own measures as regards supporting and promoting compliance with the rules. According to the trade organisation, there are usually no problems in getting in touch with the member companies and cooperating with those that operate in a reliable manner in accordance with the rules and regulations. However, it is more difficult to influence and communicate with the companies that are less responsible as these generally choose not to be members of the trade organisation. Neither do they reach individual haulage companies based in other countries, even if they have an established exchange and cooperation with trade organisations in other countries. In view of this, the Swedish Association of Road Transport Companies and the Swedish Transport Workers Union say that they would like the authorities' supervision and inspection activities to increase, at the same time as they point out that this must not lead to the Swedish haulage companies being inspected more rigorously than haulage companies based in other countries.

The assessments of the follow-up group

The follow-up group notes that the haulage industry is working with these issues and that the industry has requested increased supervision and inspection activities. In the opinion of the follow-up group, this is positive. It wishes to highlight the measures that are being taken in the industry to promote quality certification, and considers that this can be seen as an important tool which can serve to increase traffic safety, counteract unreliable haulage operations by road and counteract poor working conditions in the industry. A greater number of certified haulage companies may facilitate public procurement of the carriage of goods by road and can also make it easier for other contractors, so that purchased carriage operations are undertaken in accordance with existing rules and regulations. The follow-up group welcomes an intensification of the industry's own measures and considers that these, together with a concerted effort as regards the public authorities' supervisory and inspection measures are important with regard to compliance with the rules and to continue to counteract offences in the future.

Further issues

Overall observations

In connection with the Committee on Transport and Communications' decision to follow-up supervision of the commercial carriage of goods by road, the focus of the follow-up was established, as well as the questions on which the follow-up was to be based.

In the course of the follow-up a number of issues connected with the commercial carriage of goods by road emerged, which require further illumination. Among these issues is the need for more, secure parking areas for lorries. Other important issues include problems connected with the manipulation of speed control equipment, vehicle issues and tyres. Regarding tyres, it can be mentioned that the Ministry of Enterprise, Energy and Communications is currently conducting an inquiry into the issue of winter tyre requirements for lorries.

Another important matter that emerged during the course of the follow-up and which requires further attention is the problems associated with working conditions. Some lorry drivers have a vulnerable work situation and are forced to work under poor conditions. Urgent measures may be required in this area.

The assessments of the follow-up group

The follow-up group considers that the areas and further issues that the group identified in connection with the follow-up are important, and it therefore wishes to highlight the importance of in-depth examination of these issues.



Follow-ups and evaluations from the Committee on Transport and Communications (TU)

2003/04:URD, Planering av vägar och järnvägar - en uppföljnings- och utvärderingsstudie [Planning of roads and railways – a follow-up and evaluation study].

2004/05:RFR1 Rapport om transportforskning [Report on transport research].

2005/06:RFR7 Sjöfartsskydd [Shipping security].

2006/07:RFR3 Trafikuskottets uppföljning av flyttning av fordon [The Committee on Transport and Communications' follow-up of the moving of vehicles].

2007/08:RFR5 Uppföljning av hur stormen Gudrun hanterats inom transport- och kommunikationsområdet [Follow-up of how Hurricane Gudrun was dealt with in the field of transport and communications].

2009/10:RFR7 Pumplagen – Uppföljning av lagen om skyldighet att tillhandahålla förnybara drivmedel [The petrol pump act – Follow-up of the Act on the Obligation to Provide Renewable Fuels].

2011/12:RFR8 Tillsynen av yrkesmässiga godstransporter på väg – En uppföljning [Supervision of the commercial carriage of goods by road – A follow-up].

The follow-up reports are also available on the Riksdag website (www.riksdagen.se) and can be ordered from the Riksdag Printing Office (address: SE-100 12 Stockholm, tel: +46-8-786 58 10, fax: +46-8-786 61 76 or e-mail: ordermottagningen@riksdagen.se). Summaries in English of a number of the reports are available on the Riksdag website.

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